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BRITISH INVENT SUBMARINE CHECK

New Device for Undersea Boats to Detect Hostile Craft for 20 Miles.

London, July 6.—According to a famous British scientist, an Englishman has just made a discovery which will revolutionize submarine warfare. The Tribune's informant states that the inventor is one of the members of the committee appointed by the Royal Society to deliberate on scientific problems arising from the war.

The invention is an apparatus whereby a submarine can locate another submerged submarine within a radius of twenty miles and keep in touch with it while within the radius. If the device is successful then henceforth British submarines will be able to run down and fight German undersea craft.

The scientist gave The Tribune the story as an instance of what scientific men are able to do when attention is concentrated on war problems, predicting that within a few months, as the result of Lord Fisher's appointment as chairman of the Naval Inventions Board, which will include the greater part of its time to seeing what constructive thought on its part science is able to produce.

NEW COAST DEFENCE PLANNED BY ARMY

Heavy Guns Mounted on Railway Trucks to Support Regular Batteries.

Washington, July 6.—United States Army experts are considering plans for an elaborate system of mobile coast defenses, taking the cue from the lessons of the war in Europe.

Although no decision has been reached as to the precise character of the equipment to be adopted, it is certain to include several giant guns capable of being transported from point to point by rail.

Sharp criticism directed against the present system of coast defenses has pointed out that, while the fortifications might succeed, with the aid of the navy, in beating off an attacking foe, there is almost no provision for a secondary defense in case an enemy succeeded in landing. Experts believe that the most effective means of combating an enemy that had eluded or silenced the shore batteries, and would have the added advantage of being extremely portable as compared with the ordinary type of siege artillery.

Every phase of the transportation problem as it is being worked out in Europe is watched with keen interest by the War Department experts. The superiority of the automobile over the horse for officers' use, as attested by the experience of the present war, has already led to the recommendation of the purchase of 300 automobiles for this purpose.

Architect Hurt by Bomb.

Hempstead, Long Island, July 6.—Raymond F. Almiral, one of the best known American architects, with offices at 185 Madison Avenue, Manhattan, and a country house in the Meadow Brook section of Hempstead, was seriously injured last evening at the home of W. Albert Pease by the premature explosion of a large bomb which he was setting off.

Mr. Almiral received a severe scalp wound, and for a time it was thought his eyesight had been destroyed, but later Dr. Louis N. Lanehart said that his sight would probably not be affected. Much excitement followed the explosion, as several of the members of the Hunt colony were struck by portions of the bomb, but none was injured.

ITALIANS PRESS ADVANCE BEYOND THE ISONZO LINE

Artillery Aids Occupation of Enemy Positions on Carso Tableland.

KING SEES CROISIS HEIGHT CAPTURED

Troops Take 900 Prisoners in Two Days on Front of Five Miles.

London, July 6.—A Lugano dispatch to "The Daily Chronicle" reports that the battle of the Carso tableland beyond the Isonzo is developing more and more favorably for the Italians, who are continuing the work of occupying the enemy positions. The Italian infantry attacks have been much facilitated by the admirable work of the artillery, which has destroyed entrenchments and defensive works with astonishing accuracy, rendering the subsequent infantry assaults uniformly successful.

On the left wing the Italians operating in the region of Selva reached the heights of Crois, taking more than six hundred prisoners and a battery. King Victor Emmanuel was present at this battle.

The Vienna official statement says: "Fighting in the Gorizia district on Monday developed into a general battle with the attack made by the Third Italian Army. About four hostile corps advanced under the protection of a formidable artillery fire against our front from the bridge head at Gorizia to the sea. The enemy suffered terrible losses. Thanks to the praiseworthy attitude of our troops, especially the infantry, all the positions remained in our hands notwithstanding the numerical superiority of the enemy. On the middle Isonzo, in the Gorizia district and other fronts, there is nothing to report."

Udine, Italy (via Paris), July 6.—The Italian attack in the Carso region is proceeding steadily. From the surrounding country details filter through telling of the regular movements of the invaders. The preparation by the artillery, the advance of the infantry and bayonet charges. The attack has been successful, although it is being carried against a territory which is exceptionally difficult to work, since it is full of caverns, grottoes and crevasses. A report telling of the capture by the Italians of 900 prisoners in two days on a front of four or six miles shows, in the opinion of military men, a considerable advance.

The honors of the day, however, perhaps go to the Italian air service, which by the bombardment of aviators of a factory at Trieste. It has been impossible to ascertain the extent of the injury done. Trieste has the most important railway in the Austro-Hungarian Empire. It employed in normal times 10,000 workmen, and now its output has been greatly increased.

The Italian aviators also managed the Austrian employment at Dobrovo, five miles north of Monfalcone. They dropped bombs also on the important railway station at Dornburg, about seven miles south of Gorizia Junction, where the lines going to Aduana and Trieste divide.

QUEBEC EXPLOSION -KILLS 6, HURTS 8

One Wilmington Man Dead, Another Injured in Accident in Canadian Explosives Plant.

Montreal, July 6.—Six men were killed by a cordite explosion to-day at the plant of the Canadian Explosives Company at Beloeil, Quebec, about twenty-five miles from here. Eight persons were severely injured. Among the dead are Captain Murray Wilson, manager of the cordite department of the company, and Elmer G. Brown, of the Du Pont Powder Works, Wilmington, Del.

After the explosion the plant caught fire and the flames hampered the rescuers. Special trains were ordered, and as fast as the injured were rescued they were brought to hospitals in this city.

Among the badly injured was H. C. Shock, an explosives expert from Wilmington. Several women, who were working in the cordite department and who were badly hurt, were among the first saved.

One of the women employed in the factory said when she recovered consciousness that a chipping machine caused a spark to ignite the cordite and the explosion followed.

The firm, which is affiliated with the Du Pont Powder Works, was engaged in the production of cordite in accordance with orders for the Canadian and British governments.

U-Boats May Lie in Ambush Off Canada

Continued from page 1

these boats, some of which are between 800 and 400 feet in length, to carry enough fuel and provisions to make the trip across the Atlantic and return to their starting point in Europe.

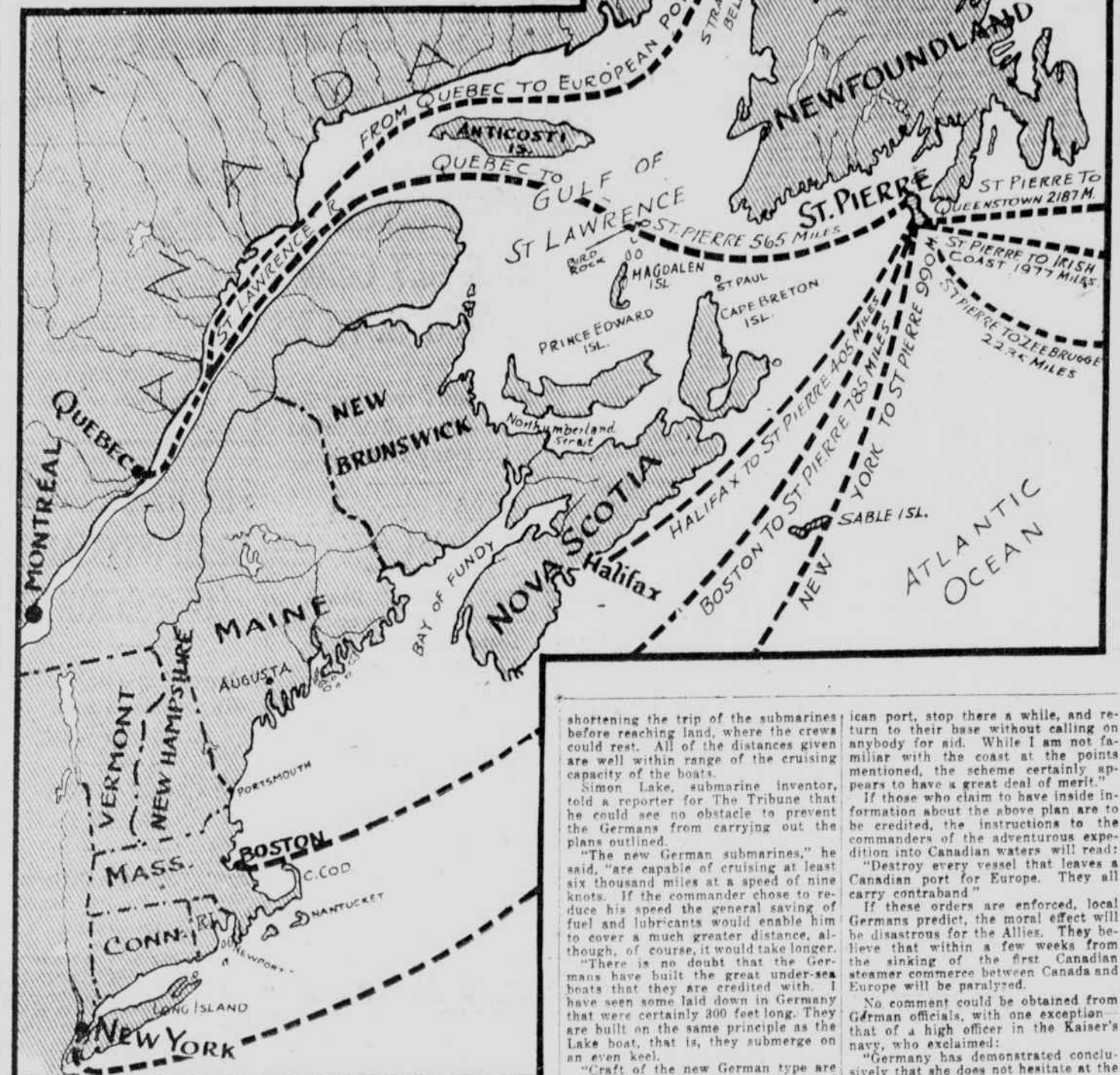
Therefore, it would only be necessary to provide a base of supplies in the vicinity of their Canadian field of operations to make it possible for them to remain away from home waters for an indefinite period.

It is said that von Tirpitz and his staff have under consideration, as the

group would furnish an admirable submarine base.

When the war broke out practically every able-bodied man in the islands went to France to take his place in the army. Four thousand women and children and a few aged men were left behind. The women were unable to carry on the chief industry that of fishing owing to the rough weather that prevails, and as a result it has been necessary to send supplies from Halifax and Quebec to keep them alive.

Other islands are mentioned as possible bases for the German commerce destroyers. There is Bird Rocks, for instance, a lonely island in the Gulf of St. Lawrence, whose lighthouse points the way to ships following the northerly course. Then there is the



The North Atlantic seaboard from New York to Labrador, showing the main steamship routes, which the German Admiralty is said to be preparing to attack with its new giant oceangoing submarines in an effort to cut off munitions of war and soldiers for Great Britain and her allies.

much needed bases, two groups of islands—one in the northern and one in the southern route chiefly followed by the vessels leaving Canadian ports. To the north of Newfoundland is Belle Isle, a small island in Conception Bay, and situated at the mouth of the strait.

Belle Isle is six miles long, three miles wide, extremely rocky, and has cliffs, some of which are 400 feet high. It belongs to Canada, and is sparsely inhabited. It is directly in the path of shipping over the northern route, which, however, is open for vessels only during the summer months. In the winter the ice renders navigation practically impossible.

The other and more important base, said to have been determined upon, is the island group of St. Pierre and Miquelon, fifteen miles off the south coast of Newfoundland, near the entrance to Fortune Bay. These islands lie in the southern steamship lane from the Gulf of St. Lawrence to Europe.

The two Miquelon Islands—Grand Miquelon and Little Miquelon—St. Pierre and Miquelon to France. Both are masses of jagged rocks, St. Pierre having the most formidable coast line. The climate is one of fog and rain, even in the summer months, and this very fact is cited as one reason why

island of St. Paul, eight miles north-east of the northern extremity of Cape Breton, the most northerly point of Nova Scotia. Its rocky inlets furnish ideal calling places for submarines.

Many Sea Hiding Places.

Even the large island of Anticosti, at the estuary of the St. Lawrence, is said to possess the qualifications essential for safe and sheltered havens for the undersea craft. The north coast is high and without harbors, while the south coast is low and very dangerous. It was purchased from France in 1895, and is known as a hunting ground for seals and bears.

With provision bases at any or all of these points, the Germans believe that they would be in a position to maintain an effective blockade and to prevent supplies or troops from leaving Eastern Canada. It would be comparatively simple, they say, to keep a close watch on ships out of Halifax, as the distance from any of the islands near the Gulf of St. Lawrence to the waters off the Nova Scotia city is short.

They would make no effort to seize and hold any territory for a base, it is said, but would merely agree upon certain points at which provisions and fuel could be left, to be called for by the submarines. According to the advance information about Admiral von Tirpitz's plans, carefully selected fishermen will supply the needs of the bloated German submarine flotilla.

Attention was called to the fact that there are many Irishmen among the fishermen who have no love for England, and that, aside from the large financial remuneration to be obtained, racial prejudices and hatred have been skillfully utilized by German agents to win some of them over to the cause of the fatherland. Thus it would not be difficult to persuade the fishermen with fuel and foodstuffs without exciting suspicion.

From The Tribune's source of information came a most interesting description of the German submarine blockade as arranged between such craft and the submarines. These places, it was said, would be changed constantly to elude the vigilance of destroyers which undoubtedly would be sent to the vicinity when the arrival of the submarines should become known. The hydrographic conditions of the islands mentioned are quite favorable for the establishment of secret supply stores among the rocky crevices, it was said.

Coast Will Aid Submarines.

One of the points brought out was that the dangerous nature of the coasts would work in favor of the submarines, as they could not be pursued by destroyers and cruisers owing to the greater draft of the latter. Also, there are no fortifications to be reckoned with.

Sent attention is paid to the plans for getting the submarines across the ocean. The Germans are confident that there will be nothing to fear on that score. The distances from any of the European ports have no terrors for von Tirpitz's men.

Zebrugge, which is supposed to be the principal German submarine base, is about 2,700 miles from Quebec, and as the craft are conceded to have a maximum cruising radius of not less than 5,000 miles the trip would not be a hard problem to solve. Other distances from Quebec are: Glasgow, 2,553 miles; London, 2,865 miles; Liverpool, 2,837 miles; Queenstown, 2,406 miles; Belfast, 2,610 miles; Havre, 2,610 miles; Antwerp, 2,969 miles; and Hamburg, 3,146 miles.

The Miquelon Islands are 465 miles from Quebec, and Belle Isle is 820 miles distant from the same port, thus

shortening the trip of the submarines before reaching land, where the crews could rest. All of the distances given are well within range of the cruising radius of the boats.

Simon Lake, submarine inventor, told a reporter for The Tribune that he could see no obstacle to prevent the Germans from carrying out the plans outlined.

"The new German submarines," he said, "are capable of cruising at least six thousand miles at a speed of nine knots. If the commander chose to reduce his speed the general saving of fuel and lubricants would enable him to cover a much greater distance, although, of course, it would take longer. There is no doubt that the Germans have built the great undersea boats that they are credited with. I have seen some laid down in Germany that were certainly 400 feet long. They are built on the same principle as the Lake boat, that is, they submerge on an even keel."

Little Peril for War Fish.

"As far as danger to the submarine when making rocky shelters, of course there is a certain amount of risk. But the construction of the boat does not permit of her coming to grief unless she hits something head on. Otherwise she will glide off. It is interesting to consider that a submarine will stand the pressure that obtains at a depth of 200 feet, while an ordinary warship would crumple at a depth of 40 feet."

"Yes, it would be quite possible for the German boats to carry sufficient fuel and provisions to get to any American port, stop there a while, and return to their base without calling on anybody for aid. While I am not an expert on the subject, the instructions mentioned, the scheme certainly appears to have a great deal of merit."

If those who claim to have inside information about the above plan are to be credited, the instructions to the commanders of the adventurous expedition into Canadian waters will read: "Destroy every vessel that leaves a Canadian port for Europe. They all carry contraband."

If these orders are enforced, local Germans predict, the moral effect will be disastrous for the Allies. They believe that within a few weeks from the sinking of the first Canadian steamer commerce between Canada and Europe will be paralyzed.

No comment could be obtained from German officials, with one exception—that of a high officer in the Kaiser's navy, who exclaimed:

"Germany has demonstrated conclusively that she does not hesitate at the performance of any task for the benefit of the Fatherland. She already has done what was considered impossible on the Continent. She has carried the war into the enemy's country. Why should not her valiant submarine men be able to carry her war into the enemy's waters, wherever it may take them?"

That was the nearest to official comment obtainable. But the inner circle of local Germans, initiated into the secret, swear by the "fall of Lemberg" that Admiral von Tirpitz has the plan and the submarines are the daredevils who will stake their lives on the outcome.

And what is more, these German sons of the sea declare that they can be done to guard against the proposed submarine war in Canadian waters.

Officers of the United States Navy, when told of Germany's prospective plans, predicted success in their comments. "One of the officers, in charge of a United States submarine flotilla, stated that it would be an easy task to pilot submarines across the Atlantic Ocean even under adverse weather conditions."

"The weather in the English Channel is more treacherous than that in the open ocean, and German U-boats have cruised in the channel for weeks without any difficulty," he said. "Recently five of our own submarines travelled all the way from Key West to New York—about half the distance across the Atlantic. They thoroughly proved their seaworthiness, despite the fact that they were not of the modern high-speed type, such as Germany has been building for months, and they are about half the size of the giant submarines Germany is now employing in her naval warfare."

Another commander of one of the little American fighting craft said that Germany has been building submarines at the rate of two and three a week, and that they are considered by experts far superior to any submarines which have been built thus far.

"The average cruising range of these boats is between 5,000 and 7,000 miles," this American officer said. "They can make from eighteen to twenty-two knots and are able to stay away from their base for a period of ninety days. It would be a physical impossibility for any submarine crew to remain continuously aboard their vessel for this length of time. But Germany already have done some things which formerly were considered as impossible."

"As an instance, I might mention the fact that a German U-boat several weeks ago cruised to the Davidianles, operated there for some days and returned to its base without having taken on any supplies or provisions. The crew remained on board for forty-six consecutive days and the boat travelled over a distance of approximately 3,000 miles."

Other officers who were told of the proposed German submarine blockade of the Canadian steamship lanes expressed themselves as satisfied that it was not only a feasible but also a logical move on the part of Germany. One among them even went so far as to predict that the submarine had proved its superiority over any other type of naval fighting engine.

While there are no authentic reports about the improvements of the latest German submarines available to the officers of the navy, indirect reports which they have received from reliable sources lead them to believe that Germany has more submarines at her disposal than is generally believed.

"It takes about two years to complete a submarine under existing conditions in this country," one of the officers stated. "It could be done under pressure in about three months. Great concentration and application to the one issue and by exerting every ounce of available energy, has been able to build two submarines a week. This shows that the tremendous advantage of the powerful submarine in modern warfare."

The recent reports that an invention has been made by means of which the exact location of a submarine, even when submerged, can be ascertained within a radius of twenty miles, was given little credence by submarine officers, who pointed out that even if a submarine could be located no weapon had yet been discovered which would be effective in attacking a submarine under water. Torpedo boats were said to be too unsuited for this purpose and torpedo boat destroyers too clumsy for an attack upon a submarine. The best that can be expected of them is to guard a vessel against a submarine attack, officers asserted.

"There is no protection against a torpedo," an officer said. "Wherever a torpedo strikes there will be an explosion, which cannot be checked by any known device. sooner or later something may be discovered to counteract the explosion of a torpedo and to act as an effective protection against a submarine attack. But at present both submarine and torpedo are so new in naval warfare that they constitute the most dangerous weapons known to naval science at the present time."

Slade Case On Again Monday.

The trial of David and Maxwell Slade and Albert J. McCullough, for conspiracy in the Tanager-Osborne branch of promise suit, was again postponed yesterday owing to the illness of Judge Gordon Russell. United States Attorney Marshall appeared before Judge Grubb in the United States District Court and asked for a week's adjournment, but the court set the date for next Monday. Judge Russell's illness was said to be serious.

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MIDDIES, ON CRUISE, SAY BERLIN BACKER LEAVE TO BEHIND SOCIALIST APPEAL

"Gouging" and Hazing Scandals Now Being Investigated.

NEW WITNESSES TELL OF EXAMINATIONS

Say Ninety Per Cent of Upper Classes Had Advance Information.

Annapolis, July 6.—After remaining at anchor off the Naval Academy a month later than scheduled on account of the "gouging" inquiry, the practice cruise of midshipmen began to-day when the Wisconsin started down the bay on the trip to San Francisco. The Missouri, flagship, with Rear Admiral Fullam, the superintendent, and the Ohio will sail at daybreak to-morrow. The first stop will be Guantanamo Bay, which will be reached next Monday.

Left behind are about seventy midshipmen, about fifty of whom are principals in proceedings growing out of the hazing investigation. Nineteen are credited, before the court is investigating academy examination conditions. It is likely that some of these midshipmen will be later to make the trip to San Francisco by train and join the squadron on the homeward trip.

The hazing inquiry is still going on. On its completion the record will be sent to Secretary Daniels, who will either recommend midshipmen for dismissal or for milder punishment at the academy. In case of dismissal a midshipman may claim the right of trial by court martial. Admiral Fullam declared to-day that neither influence nor connections would save a guilty man so far as the academy authorities are concerned.

New witnesses in the eribing investigation to-day were Ensigns Clarke, McGraw and Kriner. They testified that they had a substantial amount of the advance information on the modern language examination and that they believed about 90 per cent of the two upper classes had the same. Their testimony indicated that most of these midshipmen received the information through the copy obtained by Midshipman Harrison when he visited Wessell at the hospital and got from him the papers received through the mail by Midshipman Moss, which proved to be actual advance copies.

McGraw testified with reference to the statement of a previous witness who connected him with the improper use of a text book during a recitation. He said he had no knowledge of any incident and that his instructor in this branch had been told to him that there was no suspicion of such conduct on his part.

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